1974. No. 15 **[C]**

ROAD TRAFFIC

"Zebra" Pedestrian Crossings

REGULATIONS, DATED 31ST JANUARY 1974, MADE BY THE DEPARTMENT OF THE ENVIRONMENT UNDER SECTION 25 OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND) 1970.

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The Department of the Environment, in exercise of the powers conferred on it by section 25 of the Road Traffic Act (Northern Ireland) 1970(a) and of every other power enabling it in that behalf hereby makes the following Regulations:—

PART I

GENERAL

Citation and commencement

1. These Regulations may be cited as the "Zebra" Pedestrian Crossings Regulations (Northern Ireland) 1974 and shall come into operation on 1st February 1974.

Interpretation

2. In these Regulations—

"the Regulations of 1954" means the Regulations specified in Schedule 1;

"carriageway" does not include that part of any road which consists of a street refuge or central reservation, whether within the limits of a crossing or not;

"central reservation" means any provision, not consisting of a street refuge, made in a road for separating one part of the carriageway of that road from another part of that carriageway for the safety or guidance of vehicular traffic using that road;

"crossing" means a crossing for foot passengers established on any road in accordance with the provisions of these Regulations not being a crossing to which the "Pelican" Pedestrian Crossings Regulations (Northern Ireland) 1970(b) apply;

"dual carriageway road" means a length of road on which a part of the carriageway thereof is separated from another part thereof by a central reservation;

"give-way line" has the meaning assigned to it by paragraph (2) of Schedule 3;

"Department" means the Department of the Environment;

"one-way street" means any road in which the driving of all vehicles otherwise than in one direction is prohibited at all times;

"stud" means a mark or device on the carriageway, whether or not projecting above the surface thereof;

"zebra controlled area" means, in relation to a zebra crossing, the area of the carriageway in the vicinity of the crossing and lying on both sides of the crossing or only one side of the crossing, being an area the presence and limits of which are indicated in accordance with Schedule 3;

"zebra crossing" means a crossing the presence and limits of which are indicated in accordance with the provisions of Schedule 2;

"uncontrolled zebra crossing" means a zebra crossing at which traffic is not for the time being controlled by a police constable in uniform or by a traffic warden.

Revocation and savings

3.—(1) Subject to paragraphs (2) and (3) the Regulations of 1954 are hereby revoked.

(a) 1970. c. 2 (N.I.). (b) S.R. & O. (N.I.) 1970, No. 83.

(2) Where immediately before the coming into operation of these Regulations a crossing within the meaning of the Regulations of 1954 other than a zebra crossing has been indicated in accordance with Part I of the First Schedule to those Regulations then notwithstanding the revocation effected by paragraph (1) those Regulations shall continue to apply to that crossing until 31st December 1974.

(3) Where immediately before the coming into operation of these Regulations the approach for vehicular traffic to a zebra crossing has been indicated by a pattern of studs on a road in accordance with the provisions of paragraph (8) of Part II of the First Schedule to the Regulations of 1954, then notwithstanding the revocation effected by paragraph (1) or any variation of a speed limit on that road that approach may until 31st December 1974 continue to be so indicated so long as the said pattern of studs does not lie within a zebra controlled area or in the vicinity of such an area on the same side of the crossing as that pattern.

PART II

MARKS, SIGNS AND OTHER PARTICULARS AS RESPECTS ZEBRA CROSSINGS

Zebra crossings

4.—(1) The provisions of Part I of Schedule 2 shall have effect for regulating the manner in which the presence and limits of a crossing are to be indicated by marks or studs on the carriageway for the purpose of constituting it a zebra crossing.

(2) The provisions of Part II of Schedule 2 shall have effect as respects the size, colour and type of the traffic signs which are to be placed at or near a crossing for the purpose of constituting it a zebra crossing.

Zebra controlled areas and give-way lines

5.—(1) Subject to paragraph (3) the provisions of Schedule 3 shall have effect as respects the size, colour and type of the traffic signs which shall be placed in the vicinity of a zebra crossing for the purpose of constituting a zebra controlled area in relation to that crossing and of indicating the presence and limits of that area.

(2) A give-way line (included among the said signs) shall, where provided, also convey to vehicular traffic proceeding towards a zebra crossing the position at or before which a driver of a vehicle should stop it for the purpose of complying with regulation 8.

(3) Where the Department is satisfied in relation to a particular area of carriageway in the vicinity of a zebra crossing that, by reason of the layout of, or character of, the roads in the vicinity of the crossing, the application of such a prohibition as is mentioned in regulation 10 or 12 to that particular area or the constitution of that particular area as a zebra controlled area by the placing of traffic signs in accordance with Schedule 3 would be impracticable, it shall not be necessary for that area to be constituted a zebra controlled area.

Variations in dimensions shown in Schedule 3

6. Any variations in a dimension specified in the diagram in Schedule 3 or otherwise specified in that Schedule shall be treated as permitted by these Regulations if the variation—

(*a*) in the case of a dimension of 300 millimetres or more, does not exceed 20% of that dimension; or

(*b*) in the case of a dimension of less than 300 millimetres, where the actual dimension exceeds the dimension so specified, does not exceed 30% of the dimension so specified, and where the actual dimension is less than the dimension so specified, does not exceed 10% of the dimension so specified.

Lamps for illumination of pedestrians at crossings

7.—(1) Where the Department is satisfied that the presence of a foot passenger—

(*a*) at the end of a zebra crossing, being an end at or near which a globe has been placed in accordance with paragraph (2) of Part II of Schedule 2, or

(*b*) on a street refuge or central reservation on such a crossing, being a refuge or reservation on which a globe has been placed in accordance with the said paragraph (2),

should be better indicated during the hours of darkness the Department may provide a lamp (showing a white light) beneath the globe so as to illuminate during the said hours any such foot passenger.

(2) Every such lamp shall be so arranged that the lowest part thereof is not less than 2 metres above the surface of the ground in the immediate vicinity and that the source of the illumination given thereby is not visible to drivers of approaching vehicles.

PART III

REGULATIONS GOVERNING USE OF ZEBRA CROSSINGS AND ZEBRA CONTROLLED AREAS

Precedence of pedestrians over vehicles

8. Every foot passenger on the carriageway within the limits of an uncontrolled zebra crossing shall have precedence within those limits over any vehicle and the driver of the vehicle shall accord such precedence to the foot passenger, if the foot passenger is on the carriageway within those limits before the vehicle or any part thereof has come on to the carriageway within those limits.

For the purpose of this regulation, in the case of such a crossing on which there is a street refuge or central reservation the parts of the crossing which are situated on each side of the street refuge or central reservation as the case may be shall each be treated as a seperate crossing.

Prohibition against the waiting of vehicles and pedestrians on zebra crossings

9.—(1) The driver of a vehicle shall not cause the vehicle or any part thereof to stop within the limits of a zebra crossing unless either he is prevented from proceeding by circumstances beyond his control or it is necessary for him to stop in order to avoid an accident.

(2) No foot passenger shall remain on the carriageway within the limits of a zebra crossing longer than is necessary for the purpose of passing over the crossing with reasonable despatch.

Prohibition against overtaking at zebra crossings

10. The driver of a vehicle while it or any part of it is in a zebra controlled area and it is proceeding towards the limits of an uncontrolled zebra crossing in relation to which that area is indicated (which vehicle is in this and the next succeeding regulation referred to as "the approaching vehicle") shall not cause the vehicle, or any part of it—

(*a*) to pass ahead of the foremost part of another moving motor vehicle, being a vehicle proceeding in the same direction wholly or partly within that area, or

(*b*) subject to regulation 11 to pass ahead of the foremost part of a stationery vehicle on the same side of the crossing as the approaching vehicle, which stationery vehicle is stopped for the purpose of complying with regulation 8.

For the purposes of this regulation—

(i) the reference to another moving motor vehicle is, in a case where only one other motor vehicle is proceeding in the same direction in a zebra controlled area, a reference to that vehicle, and, in a case where more than one other motor vehicle is so proceeding, a reference to such one of those vehicles as is nearest to the limits of the crossing;

(ii) the reference to a stationery vehicle is, in a case where only one other vehicle is stopped for the purpose of complying with regulation 8, a reference to that vehicle and, in a case where more than one other vehicle is stopped for the purpose of complying with that regulation, a reference to such one of those vehicles as is nearest to the limits of the crossing.

11.—(1) For the purposes of this regulation, in the case of an uncontrolled zebra crossing, which is on a road, being a one-way street, and on which there is a street refuge or central reservation, the parts of the crossing which are situated on each side of the street refuge or central reservation as the case may be shall each be treated as a seperate crossing.

(2) Nothing in regulation 10(*b*) shall apply so as to prevent the approaching vehicle from passing ahead of the foremost part of a stationery vehicle within the meaning of that regulation, if the stationery vehicle is stopped for the purpose of complying with regulation 8 in relation to an uncontrolled zebra crossing which by virtue of this regulation is treated as a seperate crossing from the uncontrolled zebra crossing towards the limits of which the approaching vehicle is proceeding.

Prohibition on stopping in areas adjacent to zebra crossings

12.—(1) For the purposes of this regulation and regulations 13 and 14, the expression "vehicle" shall not include a pedal bicycle not having a sidecar attached thereto, whether additional means of propulsion by mechanical power are attached to the bicycle or not.

(2) Save as provided in regulations 14 and 15, the driver of a vehicle shall not cause the vehicle or any part thereof to stop in a zebra controlled area.

13.—(1) The provisions of this regulation shall cease to have effect as from the 31st December 1974.